What is claimed is:

1. Motor vehicle door lock, comprising:

a lock mechanism comprising a drive and an operating lever, the drive including a motor and an symmetrical actuating element, wherein the actuating element engages the operating lever for enabling the drive to reversibly move the operating lever into different operating states,

wherein the actuating element including a number of symmetrically arranged guide tracks which correspond to at least two initial positions which are equivalent with respect to action of the actuating element on an operating state of the operating lever,

wherein the operating lever comprises a journal that fits into said guide tracks and is movable by means of the actuating element from a first operating state into a second operating state by moving the actuating element out of one of said initial positions, and is manually resettable into the first operating state when the operating lever is stopped in an intermediate position between the first operating state and the second operating state into a respective one of said initial positions in dependence upon which side of a turning point between tracks the actuation element is position, at a first side of a turning point, the manual resetting causing the journal to remain in the first guide track, the actuating element being reset into said one of the initial positions, and at a second side of the turning point, manual resetting causing the journal to move into the other of the two tracks, the actuating element being reset into another of the initial positions.

2. Motor vehicle door lock as claimed in claim 1, wherein the guide tracks are contoured and the journal and a pivot axis of the operating lever located relative to the guide tracks of the actuating element for implementing non-self locking coupling of the journal to the guide tracks of the actuating element.

3. Motor vehicle door lock as claimed in claim 1, wherein operating lever is movable from the first operating state into the second operating state by moving the actuating element out of the initial position with minimum initial free running.

4. Motor vehicle door lock as claimed in claim 1, wherein the guide sections, viewed in the cross section through the actuating element perpendicular to the axis of the actuating element, are substantially point-symmetrical relative to one another towards a middle point of the actuating element.

5. Motor vehicle door lock as claimed in claim 1, wherein minimum movement of the actuating element out of the initial position causes movement of the operating lever and wherein, depending on the configuration of the coupling between the motor and actuating element, the engagement of the actuating element with the operating lever, with the motor switched off, the minimally moved actuating element is manually resetttable by manual actuation of the operating lever.

6. Motor vehicle door lock as claimed in claim 3, wherein minimum movement of the actuating element out of the initial position causes movement of the operating lever and wherein, depending on the configuration of the coupling between the motor and actuating element, the engagement of the actuating element with the operating lever, with the motor switched off, the minimally moved actuating element is manually resetttable by manual actuation of the operating lever.

7. Motor vehicle door lock as claimed in claim 1, wherein the actuating element has a first stop and a second stop, wherein the operating lever has a first counterstop and a second counterstop and wherein, after the operating lever has been moved by a corresponding movement of the actuating element, one of the first stop and the second stop comes into contact with a respective one of the first counterstop and the second counterstop for blocking motion of the actuating element.

8. Motor vehicle door lock as claimed in claim 3, wherein the actuating element has a first stop and a second stop and the operating lever has a first counterstop and a second counterstop and wherein after the operating lever is moved by the corresponding movement of the actuating element the first stop or the second stop comes into contact with the first

counterstop or the second counterstop and the adjustment motion of the actuating element is blocked.

9. Motor vehicle door lock as claimed in claim 5, wherein the actuating element has a first stop and a second stop and the operating lever has a first counterstop and a second counterstop and wherein after the operating lever is moved by the corresponding movement of the actuating element the first stop or the second stop comes into contact with the first counterstop or the second counterstop and the adjustment motion of the actuating element is blocked.

10. Motor vehicle door lock as claimed in claim 7, wherein the stops on the actuating element lie radially to the outside of the actuating element.

11. Motor vehicle door lock as claimed in claim 8, wherein the stops on the actuating element lie radially to the outside of the actuating element.

12. Motor vehicle door lock as claimed in claim 9, wherein the stops on the actuating element lie radially to the outside of the actuating element.

13. Motor vehicle door lock as claimed in claim 1, wherein the tracks form a closed continuous path.

14. Actuating element for a motor vehicle door lock, comprising:

a number of guide tracks that correspond to a number of initial positions, wherein the guide tracks each have a turning point, wherein the actuating element, in an installed state, is coupled to a motor and is a component of a drive and engaged with an operating lever so that the operating lever can be moved into different operating states by the drive via the actuating element.

15. Actuating element as claimed in claim 13, wherein the actuating element has a first stop and a second stop and the stops lie radially to the outside on the actuating element.

16. Motor vehicle door lock with a lock mechanism,

a lock mechanism comprising a drive and an operating lever, the drive including a motor and an symmetrical actuating element, wherein the actuating element engages the operating lever so that the operating lever can be moved by the drive into different operating states,

the actuating element including a guide tracks having a number of guide tracks which correspond to a number of initial positions at least wherein at least two positions are equivalent with respect to the operating state of the operating lever,

wherein the operating lever comprises a journal movable in said guide tracks, by movement of the actuating element, from a first operating state into a second operating state from one of said initial positions, wherein the actuating element has a first stop and a second stop and the operating lever has a first counterstop and a second counterstop, and

wherein, after movement of the operating lever by a corresponding movement of the actuating element, one of the first stop and the second stop contacts a respective one of the first counterstop and the second counterstop blocking motion of the actuating element.

17. Motor vehicle door lock as claimed in claim 16, wherein the stops on the actuating element lie radially outward of the actuating element.